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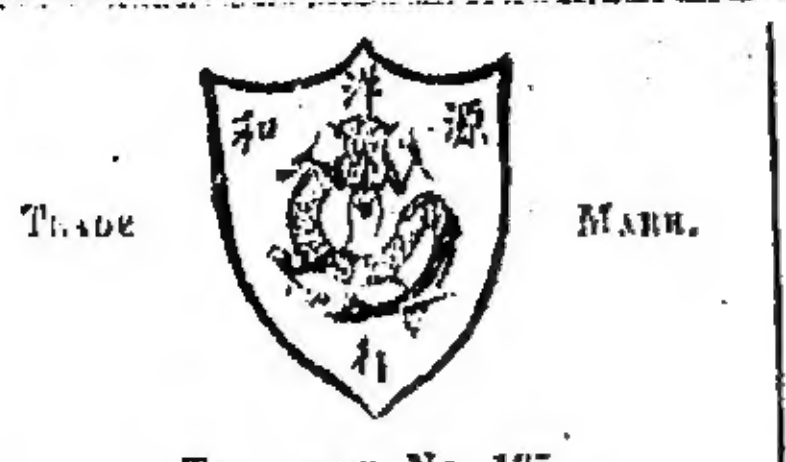
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BIRTHS.
On 28th April, at the 'Acacia,' Robinson Road, Kowloon, the wife of W. King, of a Son.
On the 21st April, at Anndell Lodge, Grange Road, Singapore, the wife of H. W. Noor, of a Son.

The publication of this issue commenced at 5.25 p.m.

The China Mail.

HONGKONG, THURSDAY, APRIL 28, 1904.

SEVEN months ago, when we published our special article on 'Railways in South China' and pointed out the danger to this colony if a rival port, with a railway terminus, were established in the vicinity of Hongkong, we did not expect that public attention would so speedily concentrate upon the subject. The bare possibility of a rival port was sufficient to arouse one to the fact that the commercial future of Hongkong was threatened, but it is not always the obvious that strikes a community to activity. On the 11th of September, we wrote:

"What effect are the railways to have upon Hongkong? If Canton or Whampoa becomes the terminus of the Grand Trunk Railway, we think it is by no means improbable that traffic which would find its natural course through Hongkong may be handled elsewhere unless time is taken by the forelock and the long-projected railway constructed between Kowloon and Canton. In this regard, Hongkong is in the hands of the concessionaires, who will build the railway when prospects are sufficiently favourable in their opinion to warrant the outlay of capital. A railway is needed for the development of the New Territory. We do not know whether the Government can exercise any influence upon the concessionaires, but it seems to us that if this could be done, now is the time to bring that influence to bear. The people of Hongkong have every reason to welcome the new railways in the hinterland, and the chief cause of regret is that the principal schemes are not promoted by British capital."

This was the key note for the agitation that has been carried on by the Press and the public during the past seven months. While some extravagant things have been said and blame imputed where, perhaps, it was not deserved, it seems to have been recognised by all who are interested in the prosperity and future development of the Colony the Colonial Government, the principal commercial and semi-political bodies, and the general community that no time should be lost in pushing on the construction of the short railway line to connect Hongkong, the shipping port of South China, with Canton, the metropolis of the south. A writer in *The Engineering Magazine* for December, writing of the Canton Hankow Railway, says: "A necessary complement to the Yueh Han Railway is the continuation to Hongkong. In the interests of that Colony, this line should be undertaken at once, before Canton or Whampoa can become established as the terminus, for if either of these places becomes the chief distributing centre of South China, the commercial value and importance of Hongkong will be seriously endangered."

The promptitude with which the Chamber of Commerce took up the question is to be commended, so also is the manner in which the Chairman, Mr. Hewett, has identified himself with it. We do not think it would have been unbecoming on the part of Mr. Hewett or the other speakers to acknowledge the part the Press has played in opening up the question and keeping it before the public. We do not mean the local Press in particular, for the London newspapers, and notably *The Times*, have also helped to awaken public interest to Hongkong's danger—but it is evident to anyone who has given the subject the slightest attention that without the assistance of the Press it is doubtful if this vital project will ever be started. So long as we were assured—as we were—that the gentlemen who held the concession were doing all they possibly could to raise capital to carry out the work within reasonably early limits, we refrained from condemning them for the delay they have shown. Great as were the interests involved so far as the Colony was concerned, it was undesirable that blame should be imputed to the concessionaires for holding on to their concession and keeping rivals out of the field; but we gather from Mr. Hewett's speech at yesterday's meeting of the Chamber of Commerce that the concessionaires have failed to raise the necessary capital and that, in consequence, the construction of this much-needed railway is postponed indefinitely. It is almost unnecessary to point out what this means to Hongkong. The extract which Mr. Wheeler read from Messrs. Albert and Co.'s circular shows how

easily and quickly the current of trade may be shifted, and we repeat what we said in September last that if Hongkong allows a rival port to become established in its neighbourhood, the Colony may say goodbye to the unrivalled pre-eminence it has maintained for so many years as the chief port and distributing centre of commerce for South China. Mr. Hewett did not leave the subject without repeating the practical suggestion that was made in these columns months ago. We believe that if the Imperial Government will agree to the suggested guarantee of interest the capital for this railway project would be forthcoming, either locally or in London, and if there is no likelihood of the scheme being carried out in any other way we would suggest, since the development of the New Territory is so closely bound up in the railway, that the Government's attitude should be put to the test by a formal resolution in the Legislative Council. The unanimity of the Chamber of Commerce is sufficient to convince the Government of the earnestness of the community in the scheme.

LOCAL AND GENERAL.

Notes by the Way.
A Capetown telegram intimates that Major General Sir E. Brabant, Commandant General of the Cape Colonial Forces, is retiring on a pension.

The Corona Club.
The fifth annual dinner of the Corona Club will take place at the Hotel Cecil on Tuesday, June 21, when Mr. Lyttelton, M.P., Secretary of State for the Colonies, will preside.

Departure of the Fleet.
Four battleships, the *Gloucester*, *Albion*, *Devon*, and *Centurion*, and two cruisers, the *Amphitrite* and *Sirius*, left for Mira Bay to-day. The battleship *Vengeance* arrived to-day from Mira Bay.

Another New Governor.
It is announced in the *London Gazette* that the King has been pleased to appoint Major General Sir Robert Macgregor Stewart, K.A., K.C.B., to be Governor and Commander-in-Chief of the Bermuda and Somerset Islands.

University Chess Match.
The annual match between Oxford and Cambridge resulted in a win for Cambridge by 4½ to 2½ games. Only two games were won outright, the others being drawn, and Cambridge men were the winners. Cambridge has now won 21 times, and Oxford 9.

Cross-Country Running.
The second annual International cross-country contest took place at Haydock Park over an 8½ mile course. A. Shrubbs, the English champion, came in a long way ahead, and England had an easy win on points. The order of merit was:—1. England 27 points; 2. Wales, 102 points; 3. Scotland, 113 points; 4. Ireland, 120 points.

Sherwood Foresters.
The following notification appears in the *London Gazette*:—
The Sherwood Foresters (Nottinghamshire and Derbyshire Regiment).—Lieut. M. B. Rimington is seconded for service with the Indian Army. Supernumerary Lieut. R. McK. Porter, to be Lieutenant, vice M. B. Rimington.

A Danger to Shipping.
Captain W. H. Brown, of the steamer *Kashan*, which arrived this morning from Tientsin and Chefoo, reports that at 1 p.m. on the 27th April, in lat. 22.43, 45 N., long. 116, 3.10 E., Kupchi Point bearing N. 23 E., distant six miles, he passed a large spar floating vertically, about 15 feet showing above water and evidently attached to a submerged wreck. Surely the Chinese authorities are investigating this wreck, which has already been reported by several shipmasters.

Band at King Edward Hotel.
By kind permission of Lt.-Col. Ironmonger and Officers, the Band of the 93rd Burma Infantry will play the following programme of music at the above Hotel, during dinner, on Friday, the 29th April, weather permitting:—
March, "The Washington Post."
Overture, "Der Koenig's Liebes."
Tennant, "Florida." (Soloist: Stuart Song.)
"An der Weer."
Prestel Selection, "The Belle of New York."
Kerkor Valz, "Gloria de Dijon."
Andrew Dance, "The Sun Feast."
Waller, "God Save the King."

Prepare for Emergency.
WHAT would you do if taken with a severe attack of Colic or Diarrhoea and your physician could not be readily summoned? Provide yourself with a bottle of Chamberlain's Colic, Cholera, and Diarrhoea Remedy, and you will then be prepared for such an emergency. During the summer months children are subject to disorder of the bowels, and should receive the most careful attention. As soon as any symptoms of the bowels are noticed, Chamberlain's Colic, Cholera, and Diarrhoea Remedy should be given. When children are teething they have more or less diarrhoea, which can be controlled by giving Chamberlain's Colic, Cholera, and Diarrhoea Remedy. For sale by all chemists, and medicine vendors. WATKINS, Ltd., General Agents.

BY TELEGRAPH.

CHINA MAIL'S EXCLUSIVE SERVICE.
SUPPLIED BY REUTER, via DOMRAV.
[Received on April 27, 6.6 p.m.]

THE BUDGET DEBATE.

GOVERNMENT NARROWLY ESCAPES DEFEAT.

Agitation Against the Tea Duty.

LONDON, April 27.

The Government majority fell to 38 last night in a snatch division on the report stage of the Income Tax resolution, which was agreed to by 121 votes to 83.

The majority included nineteen Liberal members.

Mr. Thomas Lough, Liberal Member for West Islington, in moving a reduction of the tea duty to sixpence, declared that the country was more agitated against this item in the Budget than anything else.

[Under the Budget, it is proposed to raise the tea duty from 6d per lb. to 8d per lb.—E.N., C.M.]

REUTER'S SERVICE.

OBITUARY.

LONDON, April 26.

The death is announced of Rear-Admiral Henry May.

THE WAR.

A telegram from General Kuropatkin says that the Japanese during the last few days have been actively preparing to bridge the Yalu and to effect a passage at various points near Wiju. Two companies of infantry and a small detachment of cavalry have actually crossed fifty kilometres below Sianpoushie, upon which the Russian outposts were strengthened.

RUSSIAN SUBMARINES.

A telegram from Port Arthur to St. Petersburg says that experiments with submarine boats have been a brilliant success. This is the first intimation that submarines were at Port Arthur, although it was reported weeks ago that the late Admiral Makaroff had requested some to be sent by rail.

[If the success of the experiment is on a level with the Russian 'successes' of the past three months, then we may be prepared for some startling results.—E.N., C.M.]

THE KING'S VISIT TO IRELAND.

The King and Queen landed at Kingstown in torrents of rain, but met with a most enthusiastic welcome.

THE AUSTRALIAN MINISTRY.

A Labour Ministry has been formed in Australia, the Attorney General being the only non-labourite member.

International Hockey.

England and Scotland drew at Glasgow—2 goals all.

Wireless Telegraphy.

Messages have just been sent, with absolute clearness and without any mistakes, from Heligoland to a ship in Ham-burg harbour and to Amsterdam simultaneously, the distance covered being over three hundred and ten miles.

'Smiler' Hales.

We understand that 'Smiler' Hales, war correspondent for the *Daily News*, London, has been granted a permit to go to the front. Other correspondents received permits two months ago and are still in Tokyo.

Billiards.

When the last mail left England, the score in the first match at Manchester between H. W. Stevenson and C. Dawson stood as follows:—Stevenson 10,376; Dawson 9,468. The match is one of 18,000 up. The biggest break so far is Dawson's 481.

Amateur Tennis Championship.

At the Queen's Club, West Kensington, on the 28th ult., Mr. Eustace H. Miles met the challenger, Mr. Vane Pennell, in the match for the Tennis Championship. After a very close struggle, Mr. Miles, who had held the Championship for five years, was beaten by three sets to two, the scores in favour of Mr. Pennell being:—0-6, 6-2, 1-6, 6-5. Mr. Miles failed to play up to his best form.

Long-Distance Dancing.

The inevitable German statistician has been devoting his attention to the grand art of dancing, and the result is a series of calculations as to the total mileage covered by the youth and beauty of the Fatherland in prosecuting their favourite pastime. According to this masterly arithmetic, the average distance danced by each person in a year is 875 yards, in a polo 860, in a mazurka 1,030, and in a waltz 1,300 yards. The longest of all is a quadrille, in which each person is to dance a mile and a quarter. A quadrille in Germany must be rather a serious matter! If any much-enduring mortal dares straight through a ball from 10 p.m. to 5 a.m. without missing a single dance, round or square, he will have covered something like twelve miles. Verily, as Wordsworth has finely said, some of us are athletic beyond the intention of our thought!

STURVING WINE.

STURVING WINE, strengthens the nervous system, improves the appetite, stimulates digestion. Try it now.

NURSING INSTITUTE.

A Rift in the Lute.

Considerable heat was infused into the discussion on the question of housing of the nurses at the general meeting of the subscribers to the Hongkong Nursing Institute, held at the City Hall yesterday afternoon.

Dr. Stedman was in the chair, and there were also present Dr. Jordan, Mr. and Mrs. Pinckney, Mr. and Mrs. Marcus Slade, Mr. H. W. Slade, Mr. and Mrs. Moxon, Mr. Siebs, Sir Paul Chater, Mr. Harrison, Mr. Kadoorie, Mrs. Goetz, Mrs. B. Wright, Mr. and Mrs. Peter, Mr. Sharp, Mr. Johnstone, Mrs. Hastings, Mrs. Badley, Mr. Cruickshank, Mr. Gresson, Mrs. Ormiston, Messrs. Tomes, J. H. Lewis, Forbes, Smith, and Gilson.

The Chairman in opening said that he regretted to say that he was the only member of the committee opposed to the scheme of a house for the nurses, therefore he would vacate the chair for Dr. Jordan.

Dr. Jordan then took the chair and stated that three years previously a public meeting had been called under the presidency of Dr. Stedman to form a Nursing Institute, to-day called the Hongkong Nursing Institute. With subscriptions they had then been able to bring out two nurses who were housed in the Tark Hospital. In 1902 the Government voted a grant in aid of \$12,000 as a building fund for the Institute. At that time the committee did not think this sum sufficient, and applied to the Government for the amount for purposes of investment, so that the Institute might enjoy the interest on the money. The original arrangement with the Peak Hospital to house and board the nurses had continued for three years, but they had just been obliged to form a new agreement as to board for one year at an increased charge. The old agreement was \$1.50 per diem per nurse while she was off duty and in the hospital, but the new one was \$2 under similar conditions. Besides, they wanted nurses to be an advertisement for their own institution, and for others. One of the Committee already had in view a site within a few yards of the tramway and with almost no levelling to be done. Messrs. Palmer and Turner desired thanks for surveying it and drawing out plans free of cost. The Sub-committee then had approached the Government as to the possibility of obtaining the land free of premium and at a nominal cost. The matter was under consideration of the Government and the Committee had every reason to be satisfied with the reception it received from the Officer Administering the Government. Assuming the site came free of premium, the building was estimated to cost \$8,244, and it was proposed it should be a three-story building. To get a net return of seven per cent. they required a rental of \$45 per month on an invested capital of \$8,714, after deducting Crown rent, insurance and repairs. The Committee reckoned that the annual expenditure in a building of their own amounted to \$8,528, while the income calculated on net basis was \$8,481, giving a small deficit of \$47. He would propose the following resolution:—"That this meeting is of opinion that it is necessary in the interests of the Institute that it should be provided with a building of its own to house its nurses and the Committee are hereby empowered to take such steps as they may deem necessary towards carrying out the object in view upon the most favourable terms possible."

Mr. M. Slade seconded the motion and said that if it was not carried it would practically mean that they had no confidence in the Committee.

Dr. Stedman opposed the resolution. He felt it was being said that he filled the position of proprietor where the nurses lodged. Mrs. C. W. Dickon and himself had started the institution, and he had been President ever since the beginning. It was not well he argued, for a public institution to have nurses at a private institution, but they could not afford to put them at an hotel. Three years ago when they came out they (the Peak Hospital) offered to put them up at cost price, viz., \$30 a room, and \$1 a day for food, washing clothes, servants, guests and coal. Working the expenses out it was found that each inmate of the hospital cost \$2.90 per diem, so they came to the conclusion that those nurses were costing them about \$3 a day, and when they asked for \$2 the Committee turned on him like one man and said he was trying to make profit on the Institution. This had led up to the present motion. It had been said that there was no guarantee that prices would not be put up in another year. There was no guarantee. Could they say that prices in the Colony would not go up, or if the Peak Hospital failed, for instance, the nurses would have to go out? They could not look into the future. The building, it was said, could be built for \$5,000. It was to be built on Barker Road, where there was now a five-roomed house, which cost \$12,000. The house cost not \$5,000 but \$10,000. Their money invested was bringing in six per cent., so they had, also, to deduct that interest in their estimate. With all this expenditure it would cost more than at the Peak Hospital

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11 UPRIGHT GRANDS
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To-day's Advertisements

THE YANGTZE INSURANCE ASSO-
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NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of TWENTY
Per Cent, being TWELVE DOL-
LARS For Share, on the paid-up Capital
of the above Association, has been declared,
payable in Taels at Exchange 75, at the
Chartered Bank of India, Australia and
China or the Hongkong and Shanghai
Banking Corporation, Shanghai, on and
after THIS DATE to SHAREHOLDERS
of record on the 11th APRIL, 1904.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary.

Shanghai, April 22, 1904. 806

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship
CATHERINE APCAR,
Captain A. SEWART, will be despatched for
the above Ports on TUESDAY, the
3rd May, at 3 p.m.

For Freight or Passage, apply to
D. SASSOON & Co., Ltd.,
Agents.

Hongkong, April 28, 1904. 807

Entertainments.

AN
ORGAN RECITAL
WILL BE GIVEN BY
MR. A. G. WARD.
IN
ST. JOHN'S CATHEDRAL,
ON
FRIDAY, APRIL 28th,
AT 5.15 P.M.
VOCALIST:—
MR. G. H. EDWARDS.

A Collection will be made in aid of the
Organ Fund.

Hongkong, April 25, 1904. 78

SECOND HANSA
Orchestral Concert
WILL BE GIVEN IN
THE THEATRE
on
TUESDAY, 3rd MAY.
(by Permission of Rear-Admiral
VON HOLTZENDORFF.)
Dress Circle and Stalls, ... \$2.00.
Pit, ... 1.00.
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Hongkong, April 27, 1904.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

STEAMERS	TO SAIL ON	REMARKS
YAMA, Via SHAI, MOJI & KOBÉ (passing through the INLAND SEA)	Peru A. L. VALENTINI	About 2nd May. Freight only.
LONDON, & SHANGHAI	Mulu C. L. DANIEL	Neon, 7th May. See Special Advertisement
SHANGHAI	Sinla F. R. SCHUMER	About 7th May. Freight and Passage.
LONDON & ANTWERP, Via SINGAPORE, Cebu, and Port Said	Formosa D. H. W. SNOW	About 11th May. Freight and Passage.

For further Particulars, apply to

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FOR HAVRE AND HAMBURG.

S. R. ... 12th May, 1904. Freight.

FOR HAVRE, BREMEN AND HAMBURG.

S. R. ... 17th May, 1904. Freight.

FOR HAVRE AND HAMBURG.

S. R. ... 21st May, 1904. Freight & Passage.

FOR HAVRE AND HAMBURG.

S. R. ... 14th June, 1904. Freight.

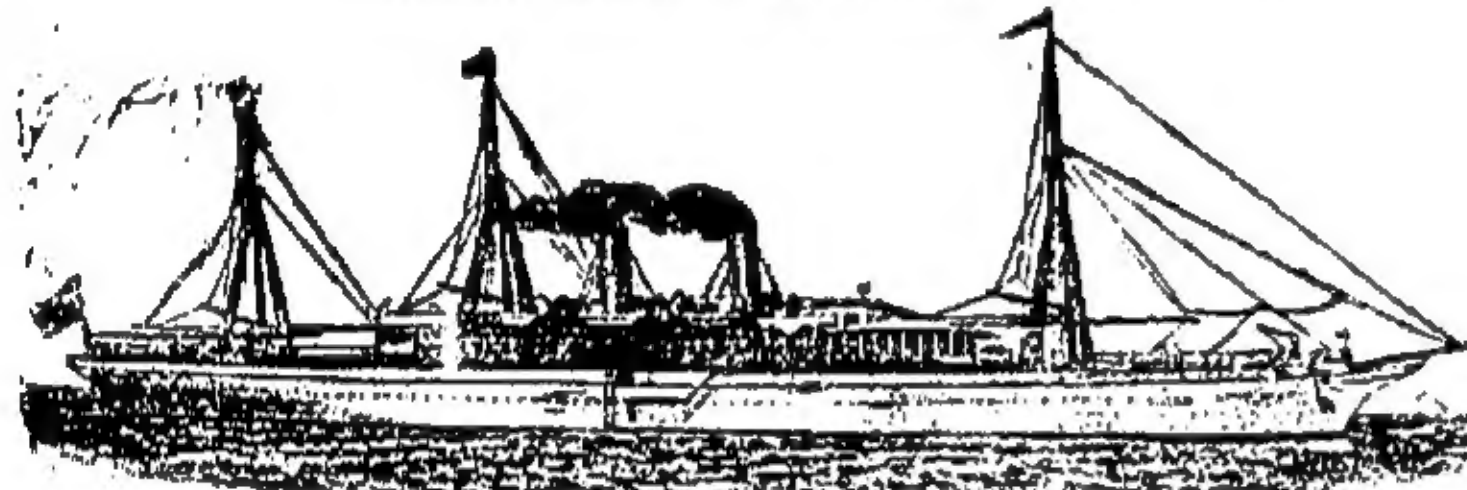
FOR HAVRE AND HAMBURG.

S. R. ... 18th June, 1904. Freight.

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HONGKONG OFFICE.

Queen's Building, No. 1.

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R.M.S. EMPRESS OF JAPAN	6000 Tons. Wednesday, May 11, 1904.	
R.M.S. EMPRESS OF CHINA	6000 Tons. Saturday, May 21.	
R.M.S. EMPRESS OF INDIA	6000 Tons. Wednesday, June 1.	
R.M.S. EMPRESS OF JAPAN	6000 Tons. Wednesday, July 13.	

Hongkong to London, 1st Class, via St. Lawrence 290, via New York 282. Intermediate on Steamers, 240, 1st Class Rail, 242.

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For further information, Maps, Guides, Booklets, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent, Pedder Street.

PORTLAND AND ASIATIC
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STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
ARABIA	4483		
ARGONIA	5198		
NUMANTIA	4370		

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, April 5, 1904.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMBU, Via SWATOW AND AMOY.	M. STUVE	SUNDAY, 1st May, at 10 a.m.
ANPING, Via SWATOW AND AMOY.	TRITOS	WEDNESDAY, May 4, at 10 a.m.
TAMBU, Via SWATOW AND AMOY.	FRITHJOF	SUNDAY, 8th May, at 10 a.m.
FOOCHOW, Via SWATOW AND AMOY.	TRIUMPH	WEDNESDAY, May 11, at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Service. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co's local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, April 27, 1904.

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OCEAN STEAM SHIP COMPANY, LIMITED,

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FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
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AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	DEUCALION	1st May.
GLASGOW AND LIVERPOOL	ULYSSES	7th May.
LONDON & ANTWERP	TEENKAI	13th May.
GLASGOW AND LIVERPOOL	CAICHAS	15th May.
GLASGOW AND LIVERPOOL	DARDANUS	21st May.
GLASGOW AND LIVERPOOL	YANOTZE	28th May.
GLASGOW AND LIVERPOOL	DIOMEDE	3rd June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	ANTENOR	10th May.
GENOA, MARSEILLES & LIVERPOOL	ALCIBIOS	24th May.
LONDON & ANTWERP	PROMETHEUS	7th June.
GENOA, MARSEILLES & LIVERPOOL	DEUCALION	14th June.

* Taking Cargo for Liverpool at London Rates.

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FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NUKI, KORE & YOKOHAMA.	CAICHAS	17th May.

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Hongkong, April 19, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
Cebu and ILOILO	Wuchang	29th April, Noon.
MANILA	Singapore	30th April.
NINGPO and SHANGHAI	Jiang	3rd May.
SHANGHAI	Taiwan	2nd May.
SWATOW and TIENTSIN	Chiru	7th May.
PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELB. (URRU)	Thian	9th May.
YOKOHAMA and KOBE	Changsha	11th May.

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NAPLES, GENOA, ANTWERP, BREMEN/BAMBERG;

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in Russia.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Sailing Dates. 1904.

BAYERN ... WEDNESDAY, 26th May.

OLDENBURG ... WEDNESDAY, 8th June.

SAHSEN ... WEDNESDAY, 22nd June.

ZIETEN ... WEDNESDAY, 6th July.

SEYDLITZ ... WEDNESDAY, 20th July.

ROON ... WEDNESDAY, 3rd Aug.

PREUSSEN ... WEDNESDAY, 17th Aug.

PRINZ REGENT LUITPOLD ... WEDNESDAY, 31st Aug.

PRINZ HEINRICH ... WEDNESDAY, 14th Sept.

GNEISENAU ... WEDNESDAY, 28th Sept.

ON WEDNESDAY, the 25th day of May, 1904, at Noon, the Steamship

BAYERN, Captain K. HEDT, with MAILS, PASSENGERS, SPECIE,

and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 23rd May, Cargo

and Specie will be received on Board until 5 p.m., on TUESDAY, the 24th May,

and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 24th

May.

Contents of Packages are required. No Parcel Receipts will be signed for less than

\$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamship has splendid accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

Melchers & Co., Agents.

1947

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
SHAWMUT	9608	W. M. Smith	May 21.
TREMONT	9608	T. W. Garlick	June 28.
LYRA	4417	G. V. Williams	August 4.
SHAWMUT	9608	W. M. Smith	September 1.
TREMONT	9608	T. W. Garlick	October 1.

* Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT ... 9608 tons | Capt. W. M. Smith | About 3rd May.

S.S. TREMONT ... 9608 tons | Capt. T. W. Garlick | About 8th June.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with very superior

Accommodation for First and Second Class Passengers. The large size of these vessels

ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry.

Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited.

QUEEN'S BUILDINGS, Hongkong, April 16, 1904.

Shipping.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships.—Electric Light—Perfect Cuisine—Surgeon and Stewards on board.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
RUBI	2540	R. W. Almond	Manila Direct	April 30, at 10 a.m.
ZAFIRO	2540	R. Rodger	Manila Direct	May 7, at 10 a.m.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to

Shewan, Tomes & Co.,

General Managers.

Hongkong, April 23, 1904.

JAVA-CHINA-JAPAN LIJN.

HEAD AGENT—R. BISSCHOP, 3, DUNDRELL STREET, HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMERS.	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN.	First half of May.	SINGAPORE AND JAVA PORTS.	First half of May.
TJILATJAP	JAPAN.	First half of May.	SINGAPORE AND JAVA PORTS.	First half of May.
TJIMAHY	JAVA, Via MACASSAR.	Second half of May.	JAPAN.	Second half of May.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India on through B/L.

For particulars of Freight and Passage, apply to

THE AGENTS,

Holland China Trading Co.

TELEPHONE No. 201.

Hongkong, April 28, 1904.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

CAPTAIN CRAY, will be despatched as

above on FRIDAY, the 29th inst., at

2 p.m.

For Freight, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, April 23, 1904.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI,

EGYPT, MARSEILLES, MEDITER-

RANEAN AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX;

Also

PORTS OF BRAZIL & RIVER

PLATE.

ON TUESDAY, the 3rd May, 1904,

at 1 p.m., the Company's Steamship

ANNAM, Captain R. GIBRAN, with

MAILS, PASSENGERS, SPECIE, and

CARGO, will leave this Port for

MARSEILLES, Via Ports of Call, WITHOUT TRANS-

SHIPMENT.

This Steamship connects at COLOMBO

with the Australian Line s.s. Nera, bound

for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for

London as well as for MARSEILLES, and accepted

in transit through MARSEILLES for the

principal places of Europe.

Shipping Orders will be granted till

Noon only on MONDAY, the 2nd May,

Specie and Parcels received until 4 p.m.

on the same day. No Cargo will be received

on board on TUESDAY.

Parcels must be left at the Agency's Office.

Contents and value of Packages are re-

quired.

For further particulars, apply at the

Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, April 23, 1904.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE

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SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI,

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Vessels Advertised as Loading.

Vessels Advertised as Loading.

[illegible]

Passes.	Agents.	Date of Leaving.
Empire (a)	Gibb, Livingston & Co.	May 11, at Noon.
Teinan (a)	Butterfield & Swire ..	May 9.
Bayern (a)	Melchers & C ..	May 23.
Wuchang (a)	Butterfield & Swire ..	April 29, at Noon.

... ..	Butterfield & Swiro ..	May 20.
Hamburg ..	Hamburg-Am'ka Linie ..	May 12.
Hamburg ..	Hamburg-Am'ka Linie ..	May 17.
Hamburg ..	Hamburg-Am'ka Linie ..	May 31.
Werp ..	China-Land'ng Co ..	2nd half of April.
Werp ..	Butterfield & Swiro ..	May 10.
Werp ..	Butterfield & Swiro ..	May 10.

Berliner (s)	Gibb, Livingston & Co.	May 24.
Malta (s)	P. & O. S. N. Co.	About May 7.
Formosa (s)	P. & O. S. N. Co.	May 7, at Noon.
Annam (s)	Messageries Maritimes	About May 11.
Empire (s)	Gibb, Livingston & Co.	May 3, at 1 p.m.
Shawmut (s)	Dowdell & Co. Limited	May 11, at Noon.
India (s)	Shawmut Trust	About May 8.

er Canal	Zafiro (s).....	Shewan, Tomes & Co.	April 30, at 10 a.m.
er Canal	Shingkiang (s).....	Shewan, Tomes & Co.	May 7, at 10 a.m.
er Canal	Shimosa (s).....	Butterfield & Swire...	April 29.
er Canal	Atsumo (s).....	Dodwell & Co., Ltd...	About May 10.
er Canal	Indravelli (s).....	Dodwell & Co. Limited	About May 31.
er Canal	Ras Issa (s).....	Jardine, Matheson & Co.	April 29, at 3 p.m.
		Shewan, Tomes & Co.	May 20.

Canal	Breiz Iuel (s)	Standard Oil Co.	About May 12.
Shanghai	chang (s)	Butterfield & Swire	April 30.
	Taiwan (s)	Butterfield & Swire	May 2.
tsin...	Chihli (s)	Butterfield & Swire	May 7.
	Simla (s)	P. & O. S. N. Co.	About May 7.
Yama	Ernest Simons (s)	Messageries Maritimes	About May 2.
Calcutta	Catherine Ancey (s)	D. S. S. Co. S. S. Co.	May 2.

[illegible]

Tacoma	Shawmut (s)	Dudwell & Co. Limited	May 21.
C. J. & Co.	Archenian (s)	Canadian P'fic R. Co.	April 27.
C. J. & Co.	Empress of Japan (s)	Canadian P'fic R. Co.	May 11.
C. J. & Co.	Tartar (s)	Canadian P'fic R. Co.	May 21.
Chij, Kobe	Pera (s)	P. & O. S. N. Co.	About May 2.
Kobe ..	Changsha (s)	Butterfield & Swire ..	May 11.

SHARE LIST.—QUOTATIONS

Stocks.	No. of Shares	Value	Paid	Closing Quotations
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SHARES.	UP.	CASH.
Shanghai Bank Corp.	20,000	\$ 126 all
of China, Limited ..	19,970	£ 8 536, sales & buyers
Founders' shares	29,956	£ 10 8 536, sales & buyers
	750	£ 1 1 810

Insurance Office Co., Ltd.	10,000	\$	250	9	50	\$185, buyers
Insurance Co., Ltd.,	24,000	\$	88.33	9	25	\$5 1/2, buyers
Insurance Co., Ltd.,	10,000	£	15	2	7	Tfr. 67 1/2, sellers
Insurance Society, Ltd.,	10,000	£	250	9	100	\$335, sales
Insurance Association, Ltd.,	8,000	£	100	9	60	\$135, buyers

INSURANCES.

Insurance Co., Ltd.	20,000	\$	100	20	\$83, sales
Insurance Co., Ltd.	8,000	\$	250	60	\$296, sales
COOKS, ETC.					
Sampan Dock Co. Ltd.,	50,000	\$	50	all	\$212, buyers
& Co., Limited.	6,000	\$	25	65	47, sellers
Bank Co., Ltd.	6,000	\$	65	25	\$224, sellers

	100,000	100	100	146, buyers
File S. S. Co., Ltd.	30,000	\$ 50	\$ 50	\$214, sellers
Ship Co., Limited	20,000	\$ 50	all	\$263, sellers
Steamboat Co., Ltd.	80,000	\$ 15	\$ 15	\$29 sailors
N. Company, Limited	80,000	\$ 10	10	

pany, Ltd.	10,000	S	10	8	10	280 Sellers
& Trading Co., Ltd.	10,000	S	10	8	10	282 buyers
Preference.	100,000	£	1	2	1	281 sales
Lighter Co., Ltd.	8,800	Tls	10	12	10	282 buyers
Lighter Co., Ltd.	200,000	Tls	50	Tls	50	28. Nominal
	100,000	Tls	50	Tls	50	35
						28. 47 buyers

Preference.	100,000	112, 50	118, 00	125, 00	132, 50	140, 00	147, 50	155, 00	162, 50	170, 00	177, 50	185, 00	192, 50	200, 00	207, 50	215, 00	222, 50	230, 00	237, 50	245, 00	252, 50	260, 00	267, 50	275, 00	282, 50	290, 00	297, 50	305, 00	312, 50	320, 00	327, 50	335, 00	342, 50	350, 00	357, 50	365, 00	372, 50	380, 00	387, 50	395, 00	402, 50	410, 00	417, 50	425, 00	432, 50	440, 00	447, 50	455, 00	462, 50	470, 00	477, 50	485, 00	492, 50	500, 00	507, 50	515, 00	522, 50	530, 00	537, 50	545, 00	552, 50	560, 00	567, 50	575, 00	582, 50	590, 00	597, 50	605, 00	612, 50	620, 00	627, 50	635, 00	642, 50	650, 00	657, 50	665, 00	672, 50	680, 00	687, 50	695, 00	702, 50	710, 00	717, 50	725, 00	732, 50	740, 00	747, 50	755, 00	762, 50	770, 00	777, 50	785, 00	792, 50	800, 00	807, 50	815, 00	822, 50	830, 00	837, 50	845, 00	852, 50	860, 00	867, 50	875, 00	882, 50	890, 00	897, 50	905, 00	912, 50	920, 00	927, 50	935, 00	942, 50	950, 00	957, 50	965, 00	972, 50	980, 00	987, 50	995, 00	1,002, 50	1,010, 00	1,017, 50	1,025, 00	1,032, 50	1,040, 00	1,047, 50	1,055, 00	1,062, 50	1,070, 00	1,077, 50	1,085, 00	1,092, 50	1,100, 00	1,107, 50	1,115, 00	1,122, 50	1,130, 00	1,137, 50	1,145, 00	1,152, 50	1,160, 00	1,167, 50	1,175, 00	1,182, 50	1,190, 00	1,197, 50	1,205, 00	1,212, 50	1,220, 00	1,227, 50	1,235, 00	1,242, 50	1,250, 00	1,257, 50	1,265, 00	1,272, 50	1,280, 00	1,287, 50	1,295, 00	1,302, 50	1,310, 00	1,317, 50	1,325, 00	1,332, 50	1,340, 00	1,347, 50	1,355, 00	1,362, 50	1,370, 00	1,377, 50	1,385, 00	1,392, 50	1,400, 00	1,407, 50	1,415, 00	1,422, 50	1,430, 00	1,437, 50	1,445, 00	1,452, 50	1,460, 00	1,467, 50	1,475, 00	1,482, 50	1,490, 00	1,497, 50	1,505, 00	1,512, 50	1,520, 00	1,527, 50	1,535, 00	1,542, 50	1,550, 00	1,557, 50	1,565, 00	1,572, 50	1,580, 00	1,587, 50	1,595, 00	1,602, 50	1,610, 00	1,617, 50	1,625, 00	1,632, 50	1,640, 00	1,647, 50	1,655, 00	1,662, 50	1,670, 00	1,677, 50	1,685, 00	1,692, 50	1,700, 00	1,707, 50	1,715, 00	1,722, 50	1,730, 00	1,737, 50	1,745, 00	1,752, 50	1,760, 00	1,767, 50	1,775, 00	1,782, 50	1,790, 00	1,797, 50	1,805, 00	1,812, 50	1,820, 00	1,827, 50	1,835, 00	1,842, 50	1,850, 00	1,857, 50	1,865, 00	1,872, 50	1,880, 00	1,887, 50	1,895, 00	1,902, 50	1,910, 00	1,917, 50	1,925, 00	1,932, 50	1,940, 00	1,947, 50	1,955, 00	1,962, 50	1,970, 00	1,977, 50	1,985, 00	1,992, 50	2,000, 00
Preference.	100,000	112, 50	118, 00	125, 00	132, 50	140, 00	147, 50	155, 00	162, 50	170, 00	177, 50	185, 00	192, 50	200, 00	207, 50	215, 00	222, 50	230, 00	237, 50	245, 00	252, 50	260, 00	267, 50	275, 00	282, 50	290, 00	297, 50	305, 00	312, 50	320, 00	327, 50	335, 00	342, 50	350, 00	357, 50	365, 00	372, 50	380																																																																																																																																																																																																																								

Angkor Wharf Co., Ltd.	20,100	Tls. 100	Tls. 100	Tls. 100, buyers
D BUILDING.				Tls. 162, buyers
Investment and	50,000	\$ 100	100	\$150, buyers
ny, Limited				
Investment Co., Ltd.	52,000	Tls. 50	Tls. 50	Tls. 108, sales
nd Building Com- }	6,000	\$ 50	50	

... & Building Co., Ltd.	3,764	11s.	25	11s. 25	11s. 10
... ate & Finance Co.	100,000	s	10	all	at 1/3 buyers
... ing Co., Limited...	51,000	s	10	2 1/2	82.70, buyers
... (WAYS)	12,500	s	50	50	86.2, buyers
... Tramways Co., Ltd.	1,250	s	100	all	8000

MINING Co., Ltd.....	60,000	\$	11	\$	11	75 cents, sellers
Preference shares.....	30,000	\$	1			25 cents
des Charbon.....	16,000	Fcs. 250				\$500
in.....						
Mining Co., Ltd.....	200,000	£	1	18/10		\$6, sellers

Company, Ltd. ...	12,000	\$ 50	all	\$134, buyers
el Ltd. (Tientsin) ..	2,000	T. 71.50	Tls. 50	Tls. 150, buyers
el Co., Ltd. (Shanghai)	30,000	\$ 25	\$ 25	\$35, sales
ESABRIE.				
Co., Limited.	60,000	\$ 10	all	\$144, sales & buyers
.....	10,000	\$ 10	2, 10	

ATING.		\$	10	c	10	67, buyers
Gas Co., Limited...	7,000	\$	10	all		\$140, buyers
Company, Ltd.....	8,000	Tls.	50	Tls.	50	Tls. 115, salce
ic Co., Limited. ...	30,000	\$	10	8	10	\$12, buyers
(new issue),	30,000	\$	10	\$	5	87, buyers
D CEMENT.						

gent Co., Ltd.	60,000	\$	10	\$	10	\$23, sales
CANOE.						
Eastern Agency, }	8,804	£	12/8	£	12/8	\$5, sellers
.....						
Oriental Agency, }	1,000	\$	10	\$	4	\$91, buyers
.....						
gent Co., Ltd.	100,000	\$	10	\$	10	\$21, buyers
.....						

Farm Co.....	7,000	\$	10	\$	114, sellers
Company, Limited.....	10,000	\$	7 1/2	all	\$113, buyers
Works Co., Ltd.....	5,000	\$	25	all	\$210, sales
Company, Ltd.....	7,200	£	20	£ 20	Tin. 400, sales
Company, Ltd.....	20,000	\$	5	\$ 5	81, sellers
Manufactory Co., Ltd.....	10,000	\$	50	all	\$140, sellers
Spinning Co., Ltd.....	130,000	\$	10	\$	114 1/2, sellers

ing and Weav-	20,000	Tls. 50	Tls 50	Tls. 33, sellers
on Manufactur-	10,000	Tls. 75	Tls. 75	Tls. 25
otton Spinning	8,000	Tls. 100	Tls. 100	Tls. 22½
, Ltd.	2,000	Tls. 500	Tls. 500	
inning Co. Ltd.				

Loan Mortgage)	2,000	115	500	115	170
50,000	\$	10	\$	10	\$9, sales
pany, Ltd.	60,000	\$	12	\$	12 \$8.25, buyers
& Co., Limited	1,200	\$	10	all	37, sellers
.....	12,000	\$	10	\$	49, buyers
ngkong Dyeing)	1,000	\$	50	\$	50

Long Ice and Cold Water Companies	70,000	\$	10	\$	10	\$10, Nominal
	67,500	\$	10	\$	10	\$10, buyers
	300	\$	500	\$	500	\$200

	Amount.	Value.	Interest	Qualification
886	Tls. 757,200	Tls. 250	7% p. annum	Per

VERNON and SMYTH, Share Brokers

Published by Tsoo, H. KAM, No. 5 Wyndham Street, Hongkong.

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